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(11) **EP 1 378 289 A2**

(12)

## EUROPEAN PATENT APPLICATION

(43) Date of publication:  
07.01.2004 Bulletin 2004/02

(51) Int Cl.7: **B01J 23/75, B01J 23/48,  
B01D 53/92, B01J 35/04,  
F01N 3/023, F01N 3/035**

(21) Application number: **03103572.8**

(22) Date of filing: **18.04.2002**

(84) Designated Contracting States:  
**AT BE CH CY DE DK ES FI FR GB GR IE IT LI LU  
MC NL PT SE TR**  
Designated Extension States:  
**AL LT LV MK**

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(62) Document number(s) of the earlier application(s) in  
accordance with Art. 76 EPC:  
**02100389.2 / 1 356 864**

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### Remarks:

This application was filed on 26 - 09 - 2003 as a  
divisional application to the application mentioned  
under INID code 62.

## (54) **Platinum-group-metal free catalytic washcoats for particulate exhaust gas filter applications**

(57) The use of Platinum-group-metal free catalytic compositions comprising perovskite  $\text{Ag}_x\text{La}_{1-x}\text{MnO}_y$  with  $x$  value of 0.02-0.9 as catalytically active washcoat for regenerable catalyzed diesel particulate filter applications, facilitating soot oxidation during the regeneration of Diesel particulate filters (DPF), replacing platinum-group-metal (PGM) formulations is described. The catalysts have been studied by a TGA method on soot oxidation activity. They proved particularly useful as part of an automotive aftertreatment system for elimination and/or minimizing of exhaust gas emissions, particularly for directly injected fuel engine vehicles. This was shown by testing full-size coated Diesel particulate filters. Among the formulations tested, the composition Ag-La-Mn perovskite was very active at temperatures above 300°C. The regeneration abilities were comparable or better than Pt formulations with Pt loading of 100g/ft<sup>3</sup> (28.32 g Pt/m<sup>3</sup>). The balance point was achieved at 275-300°C with complete soot oxidation at 325°C. The levels of CO; NO<sub>x</sub> and HC emissions during regeneration were also comparable.

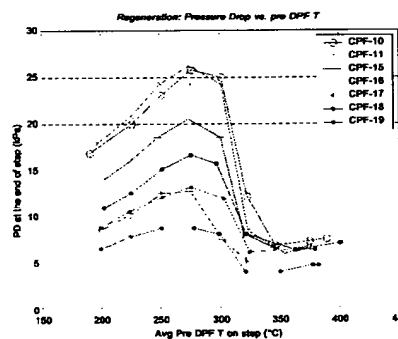


Fig. 1: Regeneration performance of PGM-free catalyzed DPFs  
(comparative example CPF-10: Ag-K-Ce-Sr; comparative example CPF-11: Ag-Cu-Co; comparative example CPF-15: Ag-Co; CPF-16: Ag-La-Mn-perovskite; comparative example CPF-17: Co-Ce; comparative example CPF-18: Ag-Ce-Co-Sm; comparative example CPF-19: Ag-Ce-Co).

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## Description

[0001] The invention relates to the use of a Platinum-group-metal (PGM) free catalytic composition, as a catalytically active washcoat for regenerable catalyzed diesel particulate filter applications, washcoats having said composition, a Platinum group metal-free diesel particulate filter containing at least one of said compositions as a washcoat on a substrate and an automotive after-treatment system for elimination and/or minimizing of exhaust gas emissions, particularly for directly injected fuel engine vehicles, stationary diesel engines and an industrial soot removal and coal combustion system for the after-treatment of industrial processes. The invention also relates to a process of regenerating a Platinum-group-metal-free diesel particulate filter.

[0002] In recent years, increasing environmental regulations in the USA and Europe restricting diesel particulate emissions have stimulated the search for solutions to the problem of effective removal of particles. These particles generally consist of carbonaceous particulates in the form of soot. Presently, the most promising method for removing soot from engine exhaust represents the system consisting of collecting the soot using a diesel particulate filter (DPF) followed by oxidation of the accumulated particulates at elevated temperatures. Therefore, research directed at the improvement of this concept in terms of economy, ecology, and efficiency is an inevitable need with regard to automotive and industrial future.

[0003] The first types of DPFs had been installed in urban buses and passenger cars as early as in 1986. Also, more recently, PSA launched a first European Diesel passenger car having a particulate filter system. However, with the advent of the Diesel Particulate Filter, the basic problem, namely regeneration by soot oxidation on the filter required elaborate solutions because the usually low temperatures of diesel exhaust gases are not favorable for soot oxidation. One of these solutions is provided by supported or fuel borne catalytic assistance in the regeneration of the DPF. The aforementioned filter system uses this fuel-borne catalyst approach, but this system is complex, requires an additional tank for fuel additives, an additive dosing system, infrastructure to refill the additive fuel tank etc. In addition fuel-borne catalyst leads to the formation of ash accumulated on the filter with gradual loss of filter soot capacity and decrease of time between regeneration events, therefore it is necessary to change the filter for the new one after 80K kilometers.

[0004] A catalyzed soot filter is therefore theoretically much more attractive as it is a less complex alternative way to solve the problem of soot oxidation. However, available catalyzed filters presently still use PGM compositions, particularly platinum based formulations on different oxides (Oi-Uchisava J., Obuchi A., Enomoto R. Liu s., Nanba T. and Kushiya S, Appl.Catal., B 2000, 26(1), 17-24; Oi-Uchisava J., Obuchi A., Ogata A., Enomoto R. and Kushiya S., Appl.Catal.B 1999, 21(1), 9-17; JP 11253757).

[0005] Considerable effort has been devoted to the development of optimized PGM-, particularly Pt-containing commercial DPF. Engelhard issued different patents on Pt-containing catalyzed soot filters (WO 00/29726 A, EP 0 160 482 B1, US-A 100,632, EP 0 164 881 A1, US-A 5,100,632). Johnson Matthey (JM) is producing commercially Pt-containing catalysts for a DPF-system called "Continuously Regenerating Trap" (CRT™). The Continuously Regenerating Trap comprises a platinum based Diesel oxidation catalyst (DOC) installed upstream of a DPF and a Diesel Particulate filter for soot oxidation on the account of NO<sub>2</sub> generated on the Pt-containing DOC (Platinum Metals Review, 45(1), 2001, 30). After in the beginning having used uncatalyzed filters since 1996, JM later applied Pt- or Pd-containing oxidation catalysts also onto Diesel particulate filters to improve soot oxidation on the filter (WO 01/12320 A). PGM containing catalyzed DPFs have as well been described by Degussa AG (US-A 4,900,0517; EP 1 055 805 A1). A PGM-containing Diesel Particulate-NO<sub>x</sub> reduction System (DPNR) designed for simultaneous removal of soot and NO<sub>x</sub> from Diesel exhaust has been described (Automotive Engineering International/October 2000, p.119; US-A 5,746,989; EP 0 758 713 B1 ) and is going to be launched in vehicles in 2003. In addition, several other patents deal with certain improvements concerning PGM-containing particulate filters/traps (EP 0 658 369 B1; US-A 5,330,945; US-A 4,759,918; US-A 5,610,117; US-A 5,911,961; US-A 6,143,691).

[0006] The PGM contained in these DPFs, usually in the form of a catalytic coating are very expensive. The world demand on PGM use in automotive exhaust after-treatment is high, while PGM supply is limited. The high cost associated with PGM loadings in these compositions and an expectedly drastically increasing world demand on PGM supplies illustrates the necessity to search for economical solutions replacing the PGM in Diesel particulate filters.

[0007] Furthermore, PGM coatings are highly active in undesirable reactions such as oxidation of SO<sub>2</sub> to SO<sub>3</sub>, with the following formation of sulfated ash and sulfated particulate. To minimize this side effect, catalyst suppliers try to decrease the PGM concentration in the coatings. This, however, leads to significantly lower activities in soot oxidation and thus efficiency. In addition, PGM-containing washcoats/coatings are vulnerable to poisoning by sulfur compounds, particularly in the case of low Pt- or Pd- loading, respectively. Therefore the aforementioned CRT™ and DPNR filters are economically and in terms of efficiency restricted to the use together with fuel of very low sulfur level.

[0008] Advantages of PGM-free catalyzed DPFs, therefore, would be generally lower costs, as well as better specificity, avoiding undesired side reactions. Also, the application of higher concentrations of the catalytically active components may become possible, thereby increasing the sulfur resistance of the catalytic coating/washcoat. The basic problem is to find an active catalyst, which would be able to replace PGM metals.

[0009] At present, there is no commercially applicable solution available to the problem of PGM-free catalyzed DPFs, though attempts employing vanadium-containing catalyzed DPFs have well been described.

[0010] Degussa AG mentioned the possible application of vanadium-based washcoats (US-A 4,900,0517; EP 1 055 805 A1). Also, Redem Corporation disclosed DPFs comprising coatings based on vanadium compounds (US-A 6,013,599).

[0011] Vanadium-containing catalysts on a porous ceramic carrier have been reported by Bridgestone Corp. (US-A 4,711,870).

[0012] A copper-vanadium composition was proposed for application on filters (US-A 5,340,548). Similarly, a Cu/V/K/Cl- based catalytic filter was developed, which was said to be especially active in the presence of NO in the exhaust gas (P.Ciambelli, V.Palma, P.Russo and S.Vaccaro, Stud.Surf.Sci.Catal. 1998, 116, 635-645; P.Ciambelli, V.Palma, P. Russo and S.Vaccaro EUROPACAT-IV, Rimini, Italy, 1999, Book of abstracts, P/I/337; P.Ciambelli, V.Palma, P.Russo and S.Vaccaro, Appl.Catal. B 1999, 22(1), L5-L10). These catalysts, however, exhibited no noticeable activity below 400°C, furthermore, they were not stable. A catalyst of the composition  $\text{Cs}_4\text{V}_2\text{O}_7\text{-V-AgCl-CsCl}$  was reported to be active at about 370°C (G.Saraggo, N.Russo, M.Ambrogio, C.Badini, V.Specchia, Catal. Today, 2000, 60, 33-41). Other Authors tested vanadium-based catalysts for soot oxidation (Carabineiro S.A., Bras Fernandes F., Ramos A.M, Vital J., Silva I.F. Catal. Today 2000, 57 (3-4), 305-312).

[0013] These vanadium-containing formulations though not being expensive, are highly toxic. Furthermore, their relatively low melting point leads to inevitable noxious vanadium emissions from the filter during running due to the high temperatures developed in the course of soot combustion. In addition, these formulations are not active at low temperatures below 350°C. Optional addition of PGM was mentioned for patents with vanadium catalysts.

[0014] Among other catalysts, a very promising low temperature activity near 300°C was reported for Cu-Nb (Ta)-K-La<sub>2</sub>O<sub>3</sub> (TiO<sub>2</sub>), but Nb and Ta also are very expensive, annihilating any economical benefit. In addition, the stability of the catalyst is low due to the presence of chlorides (A. Bellaloui, J.Varlout etc. Catal. Today, 1996, 421-425).

[0015] The combination Co, K/MgO was found to be active near 400 °C, and the same research group reported that K, Co /La<sub>2</sub>O<sub>3</sub> was active near 350 °C for soot combustion in the presence of NO (C.A.Querini, L.M.Cornaglia, M.A. Ulla, E.E.Miro, Appl.Catalysis B: 1999, 20, 165-177; E.E.Miro, F.Ravelli, M.A. Ulla, L.M. Cornagli, C.A. Querini, Studies in Surface Science and Catalysis, 130, 2000 Elsevier, 731-736). FeCrAl foam, coated with Ce-Mn/SiO<sub>2</sub>-Al<sub>2</sub>O<sub>3</sub>, was reported to be active at 350 °C (EUROPACAT-IV, Rimini, Italy, Book of abstracts, W.Tylus. Metallic foamed filter-catalysts for oxidation of Diesel soot, p/I/218, p.756). Molten salts catalysts have also been developed for soot combustion, but those catalysts are not attractive due to their low stability and high corrosive activity (S.J.Jelles, B.A.A.L. van Setten, M.Makkee, J.A.S. Moulijn. Appl. Catalysis B: 1999, 21, 35-49; Cat. Today 1999, 53, 613-621; Barry van Setten, Ph.D. Thesis, Delft University, 2001).

[0016] From the foregoing it is evident that currently there is still a strong need for non-PGM catalysts for soot oxidation on Diesel particulate filters which are active at low temperatures. The object of the present invention was to realize the potential of PGM-free washcoats for catalysed DPF applications and provide a solution to the above mentioned problems which is superior to the catalyzed DPFs of the prior art both, with respect to economy and efficiency.

[0017] The problems indicated above are in a first embodiment solved by the use of Platinum-group-metal free catalytic compositions comprising perovskite  $\text{Ag}_x\text{La}_{1-x}\text{MnO}_y$  with x value of 0.02-0.9 as catalytically active washcoat for regenerable catalyzed diesel particulate filter applications. The term "Platinum-group-metal free" throughout this application shall be understood as "essentially Platinum-group-metal free" relating to the catalytically active washcoat. Also, metals described as being contained in compositions according to the present invention as oxides, may in part be present in the metal state. The compositions according to the present invention in particular facilitate regeneration of diesel particulate filters. Full-size diesel particulate filters comprising these compositions as catalytically active washcoats show under real Diesel engine conditions soot oxidation activities comparable or better than Pt-containing DPFs with Pt-loadings of 100g Pt/ft<sup>3</sup> (28.32 g Pt/m<sup>3</sup>), catalyzing soot oxidation in an oxygen containing atmosphere at a temperature at or below 350 °C without the need of employing costly PGM, or environmentally noxious vanadium compounds.

[0018] None of the references of the prior art documents discloses a use nor the possibility of using a composition according to the present invention as catalyst for soot oxidation, particularly on DPFs, which property is due to the surprising synergistic effect of the components.

[0019] The active catalytic composition found is Ag-La-Mn perovskite ( $\text{Ag}_x\text{La}_{1-x}\text{Mn}$ ) with x value of 0.02-0.9.

[0020] Ag and La can be partially substituted by Sr, while Mn can be partially or completely substituted by Cu, Co, Fe and Cr.

[0021] Another embodiment of the invention is the use of a catalytic composition as described above as catalytically active washcoat for regenerable catalyzed diesel particulate filter applications.

[0022] Said diesel particulate filter may preferably serve as a part of an automotive after-treatment system for elimination and/or minimizing of exhaust gas emissions, particularly for directly injected fuel engine vehicles.

[0023] Also, said diesel particulate filter may serve as a filter for soot removal and coal combustion for industrial processes and stationary engines.

[0024] In a preferred embodiment of the invention, a washcoat is provided having a composition as disclosed above, thereby exhibiting optimal catalytic activity in soot oxidation. This washcoat is e.g. obtainable by

- a) depositing on a substrate or a base coated substrate an aqueous solution containing nitrate salts in a molar ratio corresponding to the desired molar ratio of the constituents of the washcoat, and eventually one or more organic chelating ligands such as citric acid or urea,
- b) drying at room temperature, then optionally at 80 to 105 °C followed by,
- c) calcination at 600 to 650 °C.

[0025] It is a further object of the invention to provide diesel particulate filters containing a washcoat as described above on a substrate. Suitable substrates include refractory inorganic oxides or ceramics, such as cordierite, mullite, silicon carbide,  $\alpha$ -alumina, silica and alkali and alkaline earth zirconium phosphates (NZP).

[0026] It is further advantageous to provide an oxidic base coating on the substrate optionally preventing direct contact between the catalytic washcoat and the substrate, said base coating containing oxides of Mn, Ce, Pr, La, Sr, Zr, Sm, Y, Nd, Cu, Co, Fe, Cr and Ag or mixtures thereof.

[0027] In a preferred embodiment the PDF according to the invention comprises exits to facilitate coating of exit (outlet) channels to minimize hydrocarbons (HC) and carbon monoxide (CO) emissions during soot combustion and filter regeneration. Those coating are able to oxidize HC and CO at the temperatures of regeneration. The active exit coatings can include oxides of Ce, Cu, La, Sm, Mn, Ca, Sr, Co, Fe, Cr, Pr, Zr and Ag or mixtures thereof.

[0028] Particularly in this form, an automotive after-treatment system, comprising at least one filter according to the invention, will be optimal for elimination and/or minimizing of exhaust gas emissions in terms of economy, ecology and efficiency, particularly for directly injected fuel engine vehicles.

[0029] Also, an industrial soot removal and coal combustion system for the after-treatment of industrial processes will be optimal in terms of economy, ecology and efficiency, comprising as the key part at least one DPF according to the present invention.

[0030] A major advantage of the DPFs according to the invention is their regeneration under normal running conditions of a diesel engine. Regeneration can occur spontaneously when filter temperature reaches 250-325°C during high-speed driving or can be accomplished by active control regeneration means under low-speed conditions.

[0031] Compositions, filters and washcoats of the present invention exhibit a maximum soot oxidizing activity measured in mass conversion  $\text{dM/dt}$  in such temperature ranges, with a balance point at the lower end of the temperature regions.

## Examples

[0032] A series of catalytic compositions were synthesized and evaluated regarding their activity in soot oxidation under  $\text{NO}_2/\text{O}_2$  and  $\text{O}_2$  atmospheric conditions using the TGA method. The most promising catalysts were then used for the preparation of full-sized Diesel particulate filters (DPF) and tested for their soot oxidative activity under real Diesel engine conditions. The tests were completed by a comparison with Pt-containing DPFs having a Pt-loading of 100g Pt/ $\text{ft}^3$  (28.32 g Pt/ $\text{m}^3$ ). The tests revealed superior or at least comparable properties of PGM-free DPFs according to the invention with respect to soot oxidation.

## Catalyst compositions/washcoat formulations

[0033] PGM-free washcoat formulations (according to the present invention and reference examples) were prepared by the technique according to US-A 6,139,814.

[0034] In summary, a cellulose material (Whatman® filter paper 540) was impregnated with a 0.1 M solution of precursor nitrate salts, supplied by Aldrich® and Alfa Aesar® (zirconium dinitrate oxide in case of zirconia) in water followed by drying at room temperature overnight and combustion of cellulose material at 600°C for 2h. The pure or mixed oxides thus obtained had a mesoporosity centered around 70 to 200 Å and a high surface area in the range of 15-140  $\text{m}^2/\text{g}$ . For example, prepared  $\text{Cu}_{0.15}\text{Ce}_{0.85}$  had a BET surface area of 71  $\text{m}^2/\text{g}$ ,  $\text{Co}_{0.15}\text{Ce}_{0.85}$  of 96  $\text{m}^2/\text{g}$ ,  $\text{Ce}_{0.4}\text{Pr}_{0.4}\text{Mn}_{0.2}$  of 82  $\text{m}^2/\text{g}$ ,  $\text{Cu}_{0.5}\text{La}_{0.5}$  of 16  $\text{m}^2/\text{g}$ ,  $\text{Ag}_{0.1}\text{Sr}_{0.07}\text{La}_{0.83}$  of 18  $\text{m}^2/\text{g}$ ,  $\text{Cu}_{0.5}\text{Zr}_{0.5}$  of 28  $\text{m}^2/\text{g}$ ,  $\text{Ag}_{0.15}\text{La}_{0.35}\text{Mn}_{0.5}$  of 58  $\text{m}^2/\text{g}$ ,  $\text{Ag}_{0.5}\text{Ce}_{0.5}$  of 76  $\text{m}^2/\text{g}$ ,  $\text{Ag}_{0.75}\text{Ce}_{0.25}$  of 19  $\text{m}^2/\text{g}$ ,  $\text{Ag}_{0.1}\text{Ce}_{0.45}\text{Pr}_{0.45}$  of 41  $\text{m}^2/\text{g}$ ,  $\text{Ag}_{0.25}\text{Ce}_{0.5}\text{Zr}_{0.25}$  of 142  $\text{m}^2/\text{g}$ .

[0035] The composition 1wt% Au- $\text{Co}_{0.15}\text{Ce}_{0.85}$  was prepared by impregnation of the Co-Ce mixed oxide prepared as described above, with an aqueous solution of hydrogen tetrachloroaurate(III), followed by drying at room temperature and subsequent calcination at 600°C for 1 h.

## TGA evaluation

[0036] To evaluate the activity of the catalytic compositions in soot oxidation at low temperatures, two gas mixtures feeding the oxidation process were selected. As Diesel exhaust contains NO, which is converted to NO<sub>2</sub> over a Diesel oxidation catalyst, and NO<sub>2</sub> is active in soot oxidation, the first mixture served as a model of Diesel exhaust, containing 1010 ppm NO<sub>2</sub> and 10% O<sub>2</sub> in nitrogen. Taking into account, that modern and especially new engines will release reduced amounts of NO<sub>x</sub> and that a good soot oxidative activity by oxygen of the catalyst is highly desirable, the second mixture contained only 10% O<sub>2</sub> as oxidizing agent in nitrogen. The catalytic compositions and the soot were mixed by spatula imitating the so-called "loose contact", which is typical for soot oxidation on particulate filters. All catalytic compositions were prepared by the above mentioned cellulose templating method.

[0037] The activity of the prepared catalytic compositions for soot combustion was evaluated on a flow reactor set-up coupled with a Cahn® 2000 TG (thermo gravimetric analyzer) operating in a flow mode. A powdered or "as prepared" catalytic composition sample was mixed (loose contact) by spatula with fresh diesel soot in a ratio of 5:4, typically 25mg of catalytic composition to 20 mg of Diesel soot. The mixture was then placed into the TGA reactor, and exposed at different defined temperatures (200-600°C) to a gas flow (50 cc/min) containing: 10% O<sub>2</sub>/N<sub>2</sub>; 1000 ppm NO<sub>2</sub>/N<sub>2</sub>; or 10% O<sub>2</sub> and 1000 ppm NO<sub>2</sub>/N<sub>2</sub>. Experiments were performed using a setup based on the Cahn® 2000 microbalance. Helium UHP (100 sccm) was used to purge the microbalance chamber.

[0038] A conventional flow setup was used for the gas mixture preparation. All gases were of ultra high purity or certified calibration mixtures. Nitrogen and oxygen were additionally purified using standard columns with molecular sieves. The flow rates were controlled using Matheson® MF Controllers.

[0039] Quartz reaction vessels of tube-in-tube and side inlet/outlet design were used in the experiments performed. Quartz suspensions and pans were used for the samples. The reaction gases (nitrogen, air, NO<sub>2</sub> mixture in nitrogen) entered the reaction vessel through the side inlet, were heated by passing through the tube-in-tube zone, and went up-stream passing the sample. Far above the sample, the reaction gas joined the purge helium, and both gases exited the reaction vessel through the side outlet. A thermocouple was mounted in a special quartz tube inside the reaction vessel, being positioned as close as possible to the sample pan. The measured temperature was assumed to be a close image to the "sample temperature".

## Results and conclusion

[0040] Representative results of the TGA evaluation experiments of selected catalytic compositions are given in Table 1.

[0041] Table 1. The rate of soot oxidation on different catalysts, measured by TGA method (Cahn® 2000 TG analyser), catalyst loading 25 mg, initial soot loading 20 mg. Feed flow rate of oxidant (10% O<sub>2</sub> and 1010 ppm NO<sub>2</sub>, N<sub>2</sub> balance or 10% O<sub>2</sub>, N<sub>2</sub> balance) was maintained as 50cc/min.

NO <sub>2</sub>	O <sub>2</sub>	Catalyst, molar ratio of catalytic composition	T, [°C]	M1, [mg]	M2, [mg]	t, [hr]	Rate, DM/(M <sub>a</sub> xt) [hr <sup>-1</sup> ]	ln IRI [-]
ppm	%							
1010	10	Pure cordierite (125 mg)	257	17,4	17	12,5	0,0019	-6,287
			280	17	16,9	2,5	0,0024	-6,049
			300	16,8	16,6	4	0,003	-5,811
			326	16,5	16,3	2,5	0,0049	-5,323
			350	16,2	15,1	8	0,0088	-4,735
1010	10	Ce <sub>0.4</sub> Pr <sub>0.4</sub> Mn <sub>0.2</sub> *	257	13,9	13,1	1,6	0,02	-3,91
			280	12,9	12,2	2	0,0279	-3,58
			300	12	4,8	16,5	0,0519	-2,958

## Notes:

- M1 - Initial mass of soot at given temperature;
- M2 - final mass of soot at given temperature;
- M<sub>a</sub> average soot mass at given temperature, M<sub>a</sub>=(M1 +M2)/2
- t - time at given temperature;
- \* - reference examples
- Rate rate of soot oxidation

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(continued)

	NO <sub>2</sub>	O <sub>2</sub>	Catalyst, molar ratio of catalytic composition	T, [°C]	M1, [mg]	M2, [mg]	t, [hr]	Rate, DM/(M <sub>a</sub> xt) [hr <sup>-1</sup> ]	ln IRI [-]
5				326	4,6	4,1	0,6	0,1916	-1,652
				356	3,8	2,2	1,2	0,4444	-0,811
	0	10	Ce <sub>0,4</sub> Pr <sub>0,4</sub> Mn <sub>0,2</sub> *	260	16,05	14,95	10	0,0071	-4,948
10				280	14,8	14,5	2,5	0,0082	-4,805
				300	14,45	13,5	5,25	0,0129	-4,347
				326	13,4	12,95	1,25	0,0273	-3,6
				350	12,75	11,95	1,25	0,0518	-2,96
15				350	11,95	6,2	15	0,0422	-3,164
	0	10	K <sub>0,05</sub> Sr <sub>0,05</sub> La <sub>2</sub> O <sub>3</sub> *	260	15,6	15,4	2,5	0,0052	-5,267
				282	15,35	15,25	1	0,0065	-5,03
20				300	15,2	14,9	2	0,01	-4,608
				353	14,1	8,9	12	0,0377	-3,279
				403	8,75	7,9	0,5	0,2042	-1,589
				450	7,7	2,1	1	1,1429	0,1335
25	1010	10	K <sub>0,05</sub> Sr <sub>0,05</sub> La <sub>2</sub> O <sub>3</sub> *	256	15,6	15,3	1,25	0,0155	-4,165
				280	15,3	15	2	0,0099	-4,615
				300	14,85	14	12	0,0049	-5,316
30				327	13,9	13,65	1	0,0181	-4,009
				350	13,6	13,2	0,5	0,0597	-2,818
	1010	10	Mn <sub>0,14</sub> Mg <sub>0,86</sub> *	255	15,75	15,4	1,5	0,015	-4,201
				280	15,35	14,8	2	0,0182	-4,004
35				300	14,6	13	14	0,0083	-4,794
				327	12,85	11,95	3,5	0,0207	-3,876
				400	10,6	9,45	0,5	0,2294	-1,472
40				450	7,7	2	1,25	0,9402	-0,062
	0	10	Mn <sub>0,4</sub> Mg <sub>0,86</sub> *	256	15,6	15,2	2,5	0,0104	-4,567
				280	15,1	14,7	2	0,0134	-4,311
				302	14,65	14,3	1,5	0,0161	-4,128
45				327	14,1	13,9	0,75	0,019	-3,961
				350	13,75	13,55	0,5	0,0293	-3,53
	1010	10	Ag <sub>0,15</sub> La <sub>0,35</sub> Mn <sub>0,5</sub>	280	13,9	12,4	4	0,0285	-3,557
50				300	12,2	11,4	1	0,0678	-2,691
				326	10,9	0	7,75	0,2581	-1,355

Notes:

- M1 - initial mass of soot at given temperature;
- M2 - final mass of soot at given temperature;
- M<sub>a</sub> average soot mass at given temperature, M<sub>a</sub>=(M1 +M2)/2
- t - time at given temperature;
- \* - reference examples
- Rate rate of soot oxidation

(continued)

NO <sub>2</sub>	O <sub>2</sub>	Catalyst, molar ratio of catalytic composition	T, [°C]	M1, [mg]	M2, [mg]	t, [hr]	Rate, DM/(M <sub>a</sub> xt) [hr <sup>-1</sup> ]	ln IRI [-]
0	10	Ag <sub>0.15</sub> La <sub>0.35</sub> Mn <sub>0.5</sub>	282	15,3	14,9	4	0,0066	-5,017
			300	14,9	14,6	2	0,0102	-4,588
			326	14,6	14,2	1,4	0,0198	-3,92
			350	14,1	9	12	0,0368	-3,302
0	10	Cu <sub>0.5</sub> La <sub>0.5</sub> *	256	17,4	16,8	4,5	0,0078	-4,854
			280	16,7	16,3	2,25	0,0108	-4,531
			302	16,2	16	1	0,0124	-4,388
			327	15,8	15,5	0,75	0,0256	-3,667
			350	15,4	15,1	0,38	0,0525	-2,948
1010	10	Cu <sub>0.5</sub> La <sub>0.5</sub> *	256	15,2	15,1	1,25	0,0053	-5,244
			303	15	14,4	4,75	0,0086	-4,757
			326	14,4	13,9	2	0,0177	-4,036
			350	13,2	8,7	12	0,0342	-3,374
1010	10	Cu <sub>0.15</sub> Ce <sub>0.85</sub> *	282	15,3	15	3,25	0,0061	-5,101
			300	14,9	14,7	1,75	0,0077	-4,864
			326	14,6	14,4	0,75	0,0184	-3,996
			350	14,1	2,9	15	0,0878	-2,432
0	10	Co <sub>0.5</sub> Ce(Sm) <sub>0.5</sub> *	256	17,4	17,3	2	0,0029	-5,849
			280	17,2	17,1	2	0,0029	-5,838
			303	17	16,3	12	0,0035	-5,654
			327	16,2	16,15	0,5	0,0062	-5,086
			350	16,05	15,75	1,4	0,0135	-4,307
1010	10	Co <sub>0.5</sub> Ce(Sm) <sub>0.5</sub> *	256	14,5	13,8	3,5	0,0141	-4,259
			282	13,5	10,2	9,8	0,0284	-3,561
			300	10	9	1,2	0,0877	-2,434
			327	8,9	7,1	1	0,225	-1,492
			350	7,1	5,4	0,5	0,544	-0,609
1010	10	Ag <sub>0.1</sub> Sr <sub>0.07</sub> La <sub>0.83</sub> *	256	15,8	15,7	0,75	0,0085	-4,772
			280	15,5	15,2	1,75	0,0112	-4,495
			300	15,1	14,1	11	0,0062	-5,079
			325	14	13,7	1	0,0217	-3,832
1010	10	Pr(Sm) <sub>0.4</sub> Mn <sub>0.2</sub> Ce <sub>0.4</sub> *	256	15,9	13,5	15	0,0109	-4,52
			280	13,3	11,9	2,7	0,0412	-3,19

## Notes:

- M1 - Initial mass of soot at given temperature;
- M2 - final mass of soot at given temperature;
- M<sub>a</sub> average soot mass at given temperature, M<sub>a</sub>=(M1 +M2)/2
- t - time at given temperature;
- \* - reference examples
- Rate rate of soot oxidation

(continued)

	NO <sub>2</sub>	O <sub>2</sub>	Catalyst, molar ratio of catalytic composition	T, [°C]	M1, [mg]	M2, [mg]	t, [hr]	Rate, DM/(M <sub>a</sub> xt) [hr <sup>-1</sup> ]	ln IRI [-]
5				300	11,9	10,7	2,2	0,0483	-3,031
				328	10	9	0,5	0,2105	-1,558
				350	9	5,2	1,4	0,3823	-0,962
10	1010	10	Cu <sub>0.5</sub> Zr <sub>0.5</sub> *	256	19,2	18,5	12	0,0031	-5,778
				280	18,5	18,3	1,5	0,0072	-4,927
				300	18,3	18	1	0,0165	-4,103
				326	17,8	17,4	1	0,0227	-3,784
15				350	17,2	16,6	1	0,0355	-3,338
	1010	10	K <sub>0.5</sub> Mn <sub>0.5</sub> *	326	15,6	15,4	1,25	0,0103	-4,573
				350	15,1	4,9	7,5	0,136	-1,995
20	0	10	Hopcalite*	198	15,92	15,86	0,25	0,0151	-4,193
			(Ag <sub>0.05</sub> Co <sub>0.15</sub> Cu <sub>0.3</sub> Mn <sub>0.5</sub> )	255	15,35	14,7	1,5	0,0288	-3,546
				280	14,4	14,2	1,25	0,0112	-4,493
				300	14,2	14	1	0,0142	-4,256
25	1010	10	Hopcalite*	280	14,7	11,8	10,5	0,0208	-3,871
			(Ag <sub>0.5</sub> Co <sub>0.15</sub> Cu <sub>0.3</sub> Mn <sub>0.5</sub> )	300	11,6	10,1	2,5	0,0553	-2,895
				326	10,1	8,4	1,3	0,1414	-1,956
30				350	8	5,1	1,5	0,2952	-1,22
	1010	10	Ag <sub>0.5</sub> Ce <sub>0.5</sub> *	256	17,4	12,9	13,5	0,022	-3,817
				280	12,4	9	4	0,0794	-2,533
				300	8,6	6,5	1,5	0,1854	-1,685
35				325	6,3	3,8	1,3	0,3808	-0,965
	1010	10	Ag <sub>0.25</sub> Ce <sub>0.75</sub> *	254	16,5	13,9	15	0,0114	-4,474
	0	10	Ag <sub>0.25</sub> Ce <sub>0.75</sub> *	256	13,85	12,95	6	0,0112	-4,492
40				280	12,7	11,7	2,5	0,0328	-3,418
				300	11,35	7,1	9	0,0512	-2,972
	0	10	1 wt% Au-Co <sub>0.15</sub> Ce <sub>0.85</sub> *	257	17,7	16,7	5	0,0116	-4,454
				284	16,5	16,4	2	0,003	-5,796
45				302	16,4	15,7	11,5	0,0038	-5,575
				327	15,7	15,4	2,1	0,0092	-4,69
				350	15,4	15	1,5	0,0175	-4,043
50	1010	10	1 wt% Au-Co <sub>0.15</sub> Ce <sub>0.85</sub>	255	15,4	14	10	0,0095	-4,654
				280	13,7	12,9	3	0,0201	-3,91

## Notes:

- M1 - initial mass of soot at given temperature;
- M2 - final mass of soot at given temperature;
- M<sub>a</sub> average soot mass at given temperature, M<sub>a</sub>=(M1 +M2)/2
- t - time at given temperature;
- \* - reference examples
- Rate rate of soot oxidation



(continued)

NO <sub>2</sub>	O <sub>2</sub>	Catalyst, molar ratio of catalytic composition	T, [°C]	M1, [mg]	M2, [mg]	t, [hr]	Rate, DM/(M <sub>a</sub> xt) [hr <sup>-1</sup> ]	ln IRI [-]
			300	12,9	10	4	0,0633	-2,76
			325	10	8,2	1,05	0,1884	-1,669
			350	8,2	4,8	1,3	0,4024	-0,91
1010	10	Co <sub>0.15</sub> Ce <sub>0.85</sub>	256	16	15,7	5	0,0038	-5,577
			280	15,1	14,3	3,3	0,0165	-4,105
			300	14,1	13,1	1,8	0,0408	-3,198
			325	13,1	10,5	1,6	0,1377	-1,983
			350	10,5	7,9	0,9	0,314	-1,158
1010	10	Cu <sub>0.13</sub> Ag <sub>0.17</sub> Ce <sub>0.7</sub> *	254	16	14	12,2	0,0109	-4,516
			282	13,7	12,7	2	0,0379	-3,273
			300	12,1	9,9	2	0,1	-2,303
			327	9,1	7,2	0,9	0,259	-1,351
			350	7,2	4,3	0,8	0,6304	-0,461
1010	10	Ag <sub>0.1</sub> Ce <sub>0.45</sub> Pr <sub>0.45</sub> *	256	15,6	14,2	9,8	0,0096	-4,647
			280	14,1	13,3	1,7	0,0343	-3,371
			300	13,1	12,2	1	0,0711	-2,643
			325	12	9,5	1,2	0,1938	-1,641
			353	9,1	6,1	0,8	0,4934	-0,706
1010	10	Ag <sub>0.75</sub> Ce <sub>0.25</sub> *	250	17,9	12,7	20	0,017	-4,075
			283	12,4	11	1,5	0,0798	-2,529
			300	10,8	9,3	0,9	0,1658	-1,797
			323	9,3	7,8	1,5	0,117	-2,146
			353	7,5	6	0,25	0,8889	-0,118
1010	10	Ag <sub>0.25</sub> Ce <sub>0.5</sub> Zr <sub>0.25</sub> *	250	17,2	15,4	10	0,011	-4,506
			280	12,7	12,4	3,4	0,007	-4,957
			300	12,4	8,2	3	0,1359	-1,996
			327	8,2	6,8	0,5	0,3733	-0,985
			350	6,6	4,4	0,5	0,8	-0,223

## Notes:

- M1 - initial mass of soot at given temperature;
- M2 - final mass of soot at given temperature;
- M<sub>a</sub> average soot mass at given temperature, M<sub>a</sub>=(M1 +M2)/2
- t - time at given temperature;
- \* - reference examples
- Rate rate of soot oxidation

[0042] The TGA experiments revealed that non-PGM catalysts are efficient in O<sub>2</sub> and NO<sub>2</sub> assisted soot oxidation thereby principally being applicable for regenerable DPFs.

[0043] Some of the evaluated catalytic compositions were even active using only oxygen as an oxidizing agent at a temperature even as low as 250 to 300°C (Table 1). The activity of pure cordierite material, the basic substrate of diesel particulate filter, with a higher loading of 125mg instead of 25 mg of the catalytic compositions was also tested as reference material.

[0044] Pt-containing catalysts are only active in O<sub>2</sub>-NO<sub>2</sub> mixture, but absolutely inactive in the presence of oxygen as the sole oxidizing agent.

[0045] Most surprisingly, especially Ag-La-Mn perovskite were very active at temperatures above 300°C, the rate of soot oxidation on Ag-La-Mn perovskite was comparable and even higher at 325-350°C than using Ag-ceria family.

Diesel particulate filters

[0046] The most promising catalytic compositions were used for the preparation of full-size Diesel particulate filters (DPFs). To do this required a preparation technique different to that described above because the DPF is a wall flow-through monolith. Coating of such supports with a catalytic layer generally imposes a problem to the experimentalists, especially when a slurry of pre-formed catalysts/catalytic composition is employed. This may result in a reduced flow through the walls of the DPFs, thus causing increased system backpressure when realized within an exhaust system. Thus, the employed technique comprised impregnating the DPF with an aqueous solution containing the catalyst's precursors, basically nitrates with optional addition of urea and/or citric acid as complexing agents to provide a homogeneous deposition of the catalyst onto the DPF. In addition, beforehand, a base coating was applied on the DPF to prevent any undesirable contact between and reaction of the catalytic composition/layer with the substrate, e.g. cordierite, and at the same time to increase the oxidative activity of the catalyst. Typically, stabilized ceria with addition of Y, Sm and/or Zr was used as said base coating of the DPFs.

[0047] Full-sized catalyzed DPFs usually comprise an exit coating on the exit channels to reduce emissions of unburned hydrocarbons and CO under passive use or during regeneration of the filter. Therefore, the sample DPFs were also equipped with exit coatings to reduce hydrocarbons and CO emissions under real working conditions.

[0048] The catalytic compositions were used to washcoat full-sized (5.66 inch x 6 inch; i.e. 14.38cm x 15.24cm) filters. Different design approaches, deposition methods, and DPF substrates were used as specified in the following. Catalysed DPFs with a Pt loading of 100g per cubic feet (28.32 g Pt/m<sup>3</sup>), and uncoated substrates were used as reference samples.

The full-size non-PGM Diesel particulate filters were prepared as follows:

[0049] Comparative Example CPF-10. Base coating was Mn-Ce-Pr mixed oxides (Y-stabilized) with an upper catalytic washcoat of Ag-K-Ce-Sr. 14.4g Mn(NO<sub>3</sub>)<sub>2</sub>·x4H<sub>2</sub>O, 43.3g Ce(NO<sub>3</sub>)<sub>3</sub>·x6H<sub>2</sub>O, 43.4g Pr(NO<sub>3</sub>)<sub>3</sub>·x6H<sub>2</sub>O and 7.1g Y(NO<sub>3</sub>)<sub>3</sub>·x6H<sub>2</sub>O were dissolved in 300 ml of distilled water under stirring, and 18g urea were added. The cordierite substrate (5.66" diameter x 6" length, cell density 100 cpsi, wall thickness 17 mil, i.e. 0.432 mm) was impregnated with said solution followed by drying at 105 °C overnight and calcination at 650 °C for 3 h. Then the preliminary base coated substrate was impregnated with a solution of 79.1 g AgNO<sub>3</sub>, 32.6g Ce(NO<sub>3</sub>)<sub>3</sub>·x6H<sub>2</sub>O, 28.8g KNO<sub>3</sub>, 8.4g Sr(NO<sub>3</sub>)<sub>2</sub> in 300 ml distilled water. The impregnated filter was then dried overnight at 105 °C and was finally calcined at 650°C for 2h.

[0050] Comparative Example CPF-11. Base coating was Ag<sub>0.15</sub>La<sub>0.35</sub>Mn<sub>0.5</sub> with an upper catalytic washcoat of Ag-Cu-Ce with stabilizing addition of K and Cs. A cordierite substrate (of the same size and cell density as for CPF-10) was impregnated with a solution containing 10.2 g AgNO<sub>3</sub>, 60.6g La(NO<sub>3</sub>)<sub>3</sub>·x6H<sub>2</sub>O, 60.4g Mn(NO<sub>3</sub>)<sub>2</sub>·x4H<sub>2</sub>O, 2.1g Sr(NO<sub>3</sub>)<sub>2</sub> in 300 ml distilled water with addition of 18g urea. The impregnated substrate was dried overnight at 105°C and was calcined at 650°C for 3h. The basecoated substrate was then washcoated with a solution of 39.5g AgNO<sub>3</sub>, 28.8g KNO<sub>3</sub>, 12g CsNO<sub>3</sub>, 15.3g Cu(NO<sub>3</sub>)<sub>2</sub>·x3H<sub>2</sub>O, 16.3g Ce(NO<sub>3</sub>)<sub>3</sub>·x6H<sub>2</sub>O in 325 ml distilled water, followed by drying at 80°C overnight, and the sample was finally calcined at 650 °C for 2h.

[0051] Comparative Example CPF-15. Stabilized ceria with addition of Zr, Sm and Y was selected as the base coating for a cordierite substrate (5.66" diameter x 6" length, cell density 200 cpsi, wall thickness 12 mil, i.e. 0.305 mm). The catalytic layer was Ag<sub>0.5</sub>Ce<sub>0.5</sub> with a ceria stabilized by addition of the same Sm, Zr and Y. First, the cordierite substrate was impregnated with a solution of 125g Ce(NO<sub>3</sub>)<sub>3</sub>·x6H<sub>2</sub>O, 18g ZrO(NO<sub>3</sub>)<sub>2</sub>, 6.4g Sm(NO<sub>3</sub>)<sub>3</sub>·x6H<sub>2</sub>O, 2.1 g Y(NO<sub>3</sub>)<sub>3</sub>·x6H<sub>2</sub>O and 38.4 g of citric acid in 325 ml distilled water. After drying at 105 °C the substrate was calcined at 600 °C for 4h. A catalytic washcoat was applied to the base coated substrate by impregnation with a solution of 68.5g AgNO<sub>3</sub>, 155g Ce(NO<sub>3</sub>)<sub>3</sub>·x6H<sub>2</sub>O, 8.5g ZrO(NO<sub>3</sub>)<sub>2</sub>, 12.8g Sm(NO<sub>3</sub>)<sub>3</sub>·x6H<sub>2</sub>O and 3.0g Y(NO<sub>3</sub>)<sub>3</sub>·x6H<sub>2</sub>O in 325 ml of distilled water. After drying at room temperature overnight, the sample was dried at 105 °C for 10h and calcined at 600 °C for 4h. The exit channels of the filter were impregnated with a solution of 69.6g Ce(NO<sub>3</sub>)<sub>3</sub>·x6H<sub>2</sub>O, 5.4g Cu(NO<sub>3</sub>)<sub>2</sub>·x3H<sub>2</sub>O, 0.51 g AgNO<sub>3</sub>, and 9g urea in 100ml distilled water. The solution was added to the hot filter having a temperature of 105°C followed by drying at 80 °C. The substrate was finally calcined at 650 °C for 4h.

Example according to the invention:

[0052] CPF-16. A cordierite substrate of the same size, cell density and wall thickness as for CPF-15 was base coated with CeO<sub>2</sub>, obtained by impregnation of the substrate with a solution of 126g Ce(IV) ammonium nitrate in 300

ml distilled water, followed by drying at 105 °C for 10 h and calcination at 650 °C for 2h. The catalytic washcoat layer with the composition  $\text{Ag}_{0.15}\text{La}_{0.3}\text{Sm}_{0.05}\text{Mn}_{0.5}$  was applied by impregnating the base coated substrate with a solution of 166.8g  $\text{La}(\text{NO}_3)_3 \cdot 6\text{H}_2\text{O}$ , 15.4g  $\text{Sm}(\text{NO}_3)_3 \cdot 6\text{H}_2\text{O}$ , 172.2g  $\text{Mn}(\text{NO}_3)_2 \cdot 4\text{H}_2\text{O}$ , and 30.6g  $\text{AgNO}_3$  in 350 ml distilled water, followed by drying at 50°C overnight. A solution of 166.8g  $\text{La}(\text{NO}_3)_3 \cdot 6\text{H}_2\text{O}$ , 15.4g  $\text{Sm}(\text{NO}_3)_3 \cdot 6\text{H}_2\text{O}$ , 172.2g  $\text{Mn}(\text{NO}_3)_2 \cdot 4\text{H}_2\text{O}$ , 30.6g  $\text{AgNO}_3$  and 15g urea in 275 ml distilled water was used for exit coating. After drying at 105 °C for 10 hours, the coated filter was finally calcined at 650 °C for 4h.

[0053] Comparative Example CPF-17. A one-step coating employing a solution of 245g Ce(IV) ammonium nitrate, 125g  $\text{Co}(\text{NO}_3)_2 \cdot 6\text{H}_2\text{O}$ , 23g  $\text{Sm}(\text{NO}_3)_3 \cdot 6\text{H}_2\text{O}$  in 350ml distilled water was applied to a cordierite substrate of the same size, cell density and wall thickness as for CPF-15. Drying of impregnated cordierite was carried out at 40 °C overnight and at 100 °C for 3h. Then the substrate was calcined at 650 °C for 2h. Exit coating was the similar Ag-La-Mn composition as for CPF-16. 45.5g  $\text{La}(\text{NO}_3)_3 \cdot 6\text{H}_2\text{O}$ , 4.2g  $\text{Sm}(\text{NO}_3)_3 \cdot 6\text{H}_2\text{O}$ , 52.7g  $\text{Mn}(\text{NO}_3)_2 \cdot 4\text{H}_2\text{O}$ , 8.3g  $\text{AgNO}_3$ , and 6g urea were dissolved in 75 ml of distilled water, the solution then was applied to the exit channels of the coated substrate, followed by drying at 105 °C for 10 hours and final calcinations at 650 °C for 2h.

[0054] Comparative Example CPF-18. A cordierite substrate of the same size, cell density and wall thickness as for CPF-15 was impregnated with a solution of 125g  $\text{Ce}(\text{NO}_3)_3 \cdot 6\text{H}_2\text{O}$ , 140g  $\text{Pr}(\text{NO}_3)_3 \cdot 6\text{H}_2\text{O}$ , 9.8g  $\text{Nd}(\text{NO}_3)_3 \cdot 6\text{H}_2\text{O}$ , 6.4g  $\text{Y}(\text{NO}_3)_3 \cdot 6\text{H}_2\text{O}$  and 44g  $\text{Mn}(\text{NO}_3)_2 \cdot 4\text{H}_2\text{O}$  in 350 ml distilled water, followed by drying overnight at 40 °C and calcinations at 650 °C for 3h to provide a Ce-Pr-Y-Nd-Mn base coating. The catalytic Ag-Ce-Co-Sm washcoat was applied by impregnating the base coated substrate with a solution of 34g  $\text{AgNO}_3$ , 43.4g  $\text{Ce}(\text{NO}_3)_3 \cdot 6\text{H}_2\text{O}$ , 25.8g  $\text{Co}(\text{NO}_3)_2 \cdot 6\text{H}_2\text{O}$  and 4.5g  $\text{Sm}(\text{NO}_3)_3 \cdot 6\text{H}_2\text{O}$  in 250 ml distilled water to the top of filter, followed by drying overnight at 40 °C, and calcinations at 600 °C for 3h. An exit coating of an oxidic Ca-La composition promoted with Cu and Ag was applied by impregnating the treated substrate with a solution of 30g  $\text{Ca}(\text{NO}_3)_2 \cdot 4\text{H}_2\text{O}$ , 60g  $\text{La}(\text{NO}_3)_3 \cdot 6\text{H}_2\text{O}$ , 6g urea, 2g  $\text{Cu}(\text{NO}_3)_2 \cdot 3\text{H}_2\text{O}$  and 1.4g  $\text{AgNO}_3$  in 75ml distilled water, followed by drying at 105°C for 10 hours and final calcinations at 650°C for 1 h.

[0055] Comparative Example CPF-19. An NZP ceramic substrate (5.66" diameter x 6" length, cell density 225 cpsi, wall thickness 11 mil, i.e. 0.279 mm), was used for the filter preparation. A one-step coating was performed with a catalytic washcoat layer of Ag-Ce-Co with ceria stabilized by addition of Sm and Pr oxides. The filter was impregnated with a solution of 36.8g  $\text{AgNO}_3$ , 168.3g  $\text{Co}(\text{NO}_3)_2 \cdot 6\text{H}_2\text{O}$ , 304g  $\text{Ce}(\text{NO}_3)_3 \cdot 6\text{H}_2\text{O}$ , 18.3g  $\text{Sm}(\text{NO}_3)_3 \cdot 6\text{H}_2\text{O}$ , and 15.4g  $\text{Pr}(\text{NO}_3)_3 \cdot 6\text{H}_2\text{O}$  in 450 ml distilled water. After drying at 105 °C for 10 hours the impregnated substrate was calcined at 600 °C for 4h. As exit coating a  $\text{CuCl}_2$ - $\text{PdCl}_2$  composition was applied. 2g  $\text{CuCl}_2$  and 1g  $\text{PdCl}_2$  were dissolved in 50 ml distilled water. The treated substrate was impregnated with said solution, followed by drying at 105 °C and final calcination at 500 °C for 1 h.

#### Testing and evaluation under real conditions on engine

[0056] The sample filters were tested on an engine dynamometer with a Ford® Lynx 1.8L engine equipped with a commercial DOC in a close-coupled position. Stage III and Stage IV fuels with sulfur level of 350 ppm were used for comparative tests. The commercial and in-house prepared Pt-coated DPFs with Pt loading of 100g per cubic feet (28.32 g  $\text{Pt}/\text{m}^3$ ) were tested as reference DPFs, an uncoated DPF from cordierite was also tested.

[0057] The traditional "balance point" test approach was used for evaluation of the regeneration capability of the prepared and reference DPF samples. First, the DPFs tested were loaded with soot under the same conditions at 225°C after preliminary cleaning to obtain clean DPFs. The test protocol included high-temperature cleaning of the DPF at 3000 rpm/160 Nm (425±25 °C; 230 kg/hr); soot loading at 2500 rpm/50 Nm (225 °C, 160±20 kg/hr, soot loading rate ca. 4 g/hr, with EGR (exhaust gas recycling) on. The regeneration was carried out then at 2000 rpm and load increased by steps from 30 to 150 Nm to get pre-DPF temperature increase with 25°C steps from 200 to 450°C holding 15 min at each temperature; all stages described above were performed with switched off EGR. The delta P (dP) was measured for all DPFs during loading and regeneration with analysis of emissions. This dP value serves as indicator of soot loading of the filter, because soot accumulated on the filter maximizes the resistance to gas flow through the filter and the dP. The dP increased during the loading due to the accumulation of soot, and decreased if soot collected on the filter was oxidized under regeneration conditions. The balance point temperature was considered as a temperature at which the rate of soot oxidation and accumulation are equal, as the result dP does not change at this point. The mass of soot inside the DPF and regeneration rates was evaluated using experimental data and simple pressure drop models based on the consideration that dP increases with temperature and engine load, and also the substrate properties, cell density that effect on dP. An approach similar to that described by A.G.Konstandopoulos et al. (SAE Paper 2000-01-1016) was used for estimation of mass of soot inside the DPF. Four resistances in series were assumed to contribute into total pressure drop across the DPF: (i) friction losses in the inlet channels; (ii) soot layer resistance; (iii) wall resistance; (iv) friction losses in the outlet channels. The Darcian equation was used to correlate the pressure drop with the gas velocity and wall or deposit layer properties (permeability, thickness). Assumptions on soot layer density and permeability were made using experimental and literature data (C.N.Opris et al., SAE Paper

980545). In the first step, with clean filter data, the effective permeability of the wall was calculated (no soot deposit on the filter). In the second step, with wall- and soot layer permeability, the soot layer thickness was calculated iteratively using the experimental data obtained for soot loading and regeneration. In the last step, the mass of soot was calculated on the basis of the soot layer density.

## Results

[0058] The regeneration performance of different PGM-free catalyzed DPFs is shown in Figure 1. The best regeneration properties were found for comparative example CPF-15- Ag-Ce composition. The same catalyst was the most active according to TGA evaluation. Comparably good soot oxidation properties were also found for comparative examples CPF-17- Co-Ce and CPF-19- Ag-Co-Ce catalytic compositions. CPF 16 (Ag-La-Mn perovskite) was less active, but revealed the good performance at 300-325 °C also in agreement with TGA results, taking into account also lower Ag loading of this filter. As shown in Figure 2, the minimal amount of soot remaining on the filter after treatment at 300°C, was estimated for comparative examples CPF-15, then for CPF-17 and CPF-19. The balance point temperature (equal rate of soot oxidation and accumulation) for those DPFs was between 250 and 275°C and for comparative example CPF-19 even at 250°C, and the oxidation of soot was complete at 325°C for practically all non-Pt catalyzed DPF studied.

[0059] The engine bench experiments have also shown that catalyzed full-size DPFs prepared with PGM-free washcoats, based on silver or cobalt can provide comparable regeneration abilities including the level of post regeneration CO and hydrocarbon emission control with those from Pt-based formulations.

[0060] Summarizing, the PGM-free catalyzed DPFs based on Ag-La-Mn perovskite were very active at temperatures above 300°C. Taking into account the very appropriate pressure drop characteristics, and lower costs, these results show a promising future of PGM-free catalytic washcoats for DPF applications.

[0061] Platinum-group-metal free catalytic compositions comprising silver (Ag) and/or cobalt (Co) stabilized ceria ( $\text{CeO}_2$ ) with Ag amount within the range of 5-90 mol.%.

[0062] Compositions, further comprising stabilized ceria with partial substitution of cerium with at least one oxide of Sm, Nd, Y, Zr, La, Pr, other rare earth metals, and compositions with partial or complete substitution of Ag with Co and partial substitution of Ag with Cu, Cr, Fe and Mn.

[0063] Compositions, comprising Ag and ceria in a molar ratio of 4:1 to 1:4, in particular 3:1 to 1:3.

[0064] Composition, comprising oxide of Co and ceria in a molar ratio of from 1.5:1 to 1:10, in particular from 0.55:1 to 1:1.

[0065] Platinum-group-metal free catalytic compositions comprising perovskite  $\text{Ag}_x\text{La}_{1-x}\text{MnO}_y$  with x value of 0.02-0.9.

[0066] Compositions with partial substitution of Ag and La with Sr, and with partial or complete substitution of Mn to Cu, Co, Fe and Cr.

[0067] Use of a catalytic composition as catalytically active washcoat for regenerable catalyzed diesel particulate filter applications.

[0068] Use, wherein said diesel particulate filter serves as part of an automotive after-treatment system for elimination and/or minimizing of exhaust gas emissions, particularly for directly injected fuel engine vehicles.

[0069] Use, wherein said diesel particulate filter serves as a filter for soot removal and coal combustion for industrial processes and stationary diesel engines.

[0070] Washcoat having a composition.

[0071] Diesel particulate filter containing a substrate and a washcoat.

[0072] Filter characterized by comprising an oxide base coating between said catalytic washcoat and said substrate.

[0073] Filter wherein said base coating comprises oxides of Mn, Ce, Pr, La, Sr, Zr, Sm, Y, Nd, Cu, Co, Fe, Cr and also Ag or mixtures thereof.

[0074] Filter containing additional coating of exit (outlet) channels with comprising exits that are optionally coated with an oxidic layer, the oxidic layer comprising oxides of Ce, Cu, La, Sm, Mn, Ca, Sr, Co, Fe, Cr, Pr, Zr and Ag or mixtures thereof.

[0075] Automotive after-treatment system for elimination and/or minimizing of exhaust gas emissions, particularly for directly injected fuel engine vehicles comprising at least one filter.

[0076] Industrial soot removal and coal combustion system for the after-treatment of industrial processes comprising at least one or two filters for soot removal and coal combustion for industrial processes.

[0077] The same after-treatment system for regeneration of stationary diesel engines comprising at least one filter.

[0078] Process wherein the oxygen-containing atmosphere comprises the exhaust gas of a diesel engine.

# Claims

1. Use of Platinum-group-metal free catalytic compositions comprising perovskite  $\text{Ag}_x\text{La}_{1-x}\text{MnO}_y$  with x value of 0.02-0.9 as catalytically active washcoat for regenerable catalyzed diesel particulate filter applications.
2. Use according to claim 1, **characterized in that** in the catalytic compositions Ag and La are partially substituted by Sr.
3. Use according to claim 2, **characterized in that** in the catalytic compositions additionally Mn is partially or completely substituted by Cu, Co, Fe and/or Cr.
4. Use according to any one of claims 1 to 3, wherein said diesel particulate filter serves as part of an automotive aftertreatment system for elimination and/or minimizing of exhaust gas emissions, particularly for directly injected fuel engine vehicles.
5. Use according to claim 4, wherein said diesel particulate filter serves as a filter for soot removal and coal combustion for industrial processes and stationary diesel engines.
6. Washcoat having a composition as used according to any one of claims 1 to 3.
7. Diesel particulate filter containing a substrate and a washcoat according to claim 6.
8. Filter according to claim 7 **characterized by** comprising an oxide base coating between said catalytic washcoat and said substrate.
9. Filter according to claim 8 wherein said base coating comprises oxides of Mn, Ce, Pr, La, Sr, Zr, Sm, Y, Nd, Cu, Co, Fe, Cr and also Ag or mixtures thereof.
10. Filter according to claim 7, containing additional coating of exit (outlet) channels with comprising exits that are optionally coated with an oxidic layer, the oxidic layer comprising oxides of Ce, Cu, La, Sm, Mn, Ca, Sr, Co, Fe, Cr, Pr, Zr and Ag or mixtures thereof.
11. Automotive aftertreatment system for elimination and/or minimizing of exhaust gas emissions, particularly for directly injected fuel engine vehicles comprising at least one filter according to any one of claims 7 to 10.
12. Industrial soot removal and coal combustion system for the aftertreatment of industrial processes comprising at least one or two filters according to any one of claims 8 to 11 for soot removal and coal combustion for industrial processes.
13. The same aftertreatment system for regeneration of stationary diesel engines comprising at least one filter according to any one of claims 7 to 10.

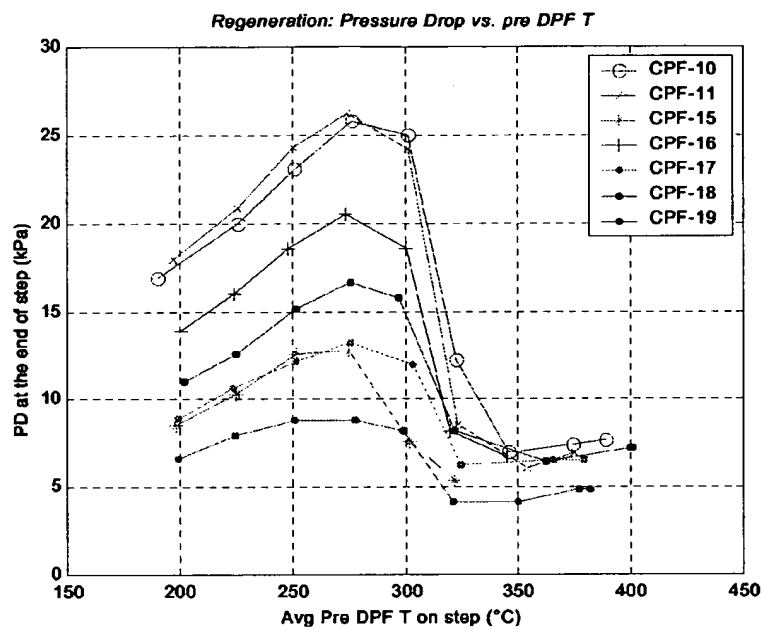


Fig. 1: Regeneration performance of PGM-free catalyzed DPFs  
 (comparative example CPF-10: Ag-K-Ce-Sr; comparative example CPF-11: Ag-Cu-Ce; comparative example CPF-15: Ag-Ce; CPF-16: Ag-La-Mn-perovskite; comparative example CPF-17: Co-Ce; comparative example CPF-18: Ag-Ce-Co-Sm; comparative example CPF-19: Ag-Ce-Co).

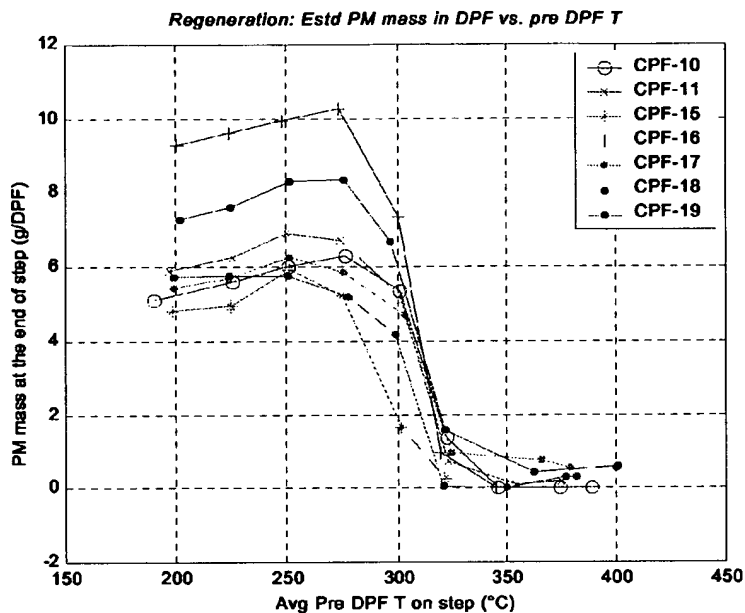


Fig.2: Estimated amount of soot remaining on the PGM-free catalyzed DPF after treatment (comparative example CPF-10: Ag-K-Ce-Sr; comparative example CPF-11: Ag-Cu-Ce; comparative example CPF-15: Ag-Ce; CPF-16: Ag-La-Mn-perovskite; comparative example CPF-17: Co-Ce; comparative example CPF-18: Ag-Ce-Co-Sm; comparative example CPF-19: Ag-Ce-Co).